

# Montana and the Sky



Vol. 34, No. 5

MONTANA AERONAUTICS DIVISION

May 1983

## *Lawn Chair Balloonist to Headline MPA Convention*

Larry Walters, who went to 16,000 feet in a lawn chair in the summer of 1982, will be the featured banquet speaker at the 44th annual convention and general meeting of the Montana Pilots Association. The convention will be held in Bozeman June 3 - 5.

Registration for the convention begins Friday, June 3, at 12:00 noon at the City Center Motel in Bozeman where the convention activities will be held. Transportation will be provided free from Gallatin Field to the motel. Dinner on Friday evening will be at the Livery Stable in Bozeman's Main Mall at 7:30 p.m. It will be no-host and transportation will be provided from the motel to the restaurant.

Saturday's activities include continuation of registration at 7:00 a.m. and a general business meeting at 9:00. Luncheon will be followed by an aviation oriented program including a presentation on power line avoidance by the Montana Aeronautics Division; a representative from the Bozeman FSS speaking on "Better Service from Your FSS"; a talk on "Getting the Most from Your VOR" by Jim Weir, owner of Radio Systems Technology; and a discussion by Brad Onion, a Western Airlines captain, on "Mixing Jets and General Aviation at Airports and on the Airways." There will also be a fashion show on Saturday afternoon for those ladies interested.

A no-host cocktail hour will begin at 6:00 Saturday evening followed by an awards banquet at 7:15. Banquet

speaker Larry Walters fulfilled his twenty-year dream by taking off from a Los Angeles, Calif., yard in a lawn chair attached to 42 weather balloons. He carried a compass, altimeter, CB radio, and a BB gun. Provisions consisted of a liter bottle of Coca Cola and beef jerky. Twenty two-gallon jugs of water served as ballast.

Walters had intended to soar 300 miles to land in the Mojave Desert; instead he came down in backyard power lines in Long Beach. He was cited by the FAA for violation of FAR 91.87 - failure to maintain two-way radio communication in the Long Beach airport traffic area; FAR 91.65 - operating an aircraft so close to another so as to create a collision

hazard; and FAR 91.9 - operating an aircraft in a careless or reckless manner so as to endanger life and property. In February 1983 Walters received the "Bonehead of the Year Award" from the Dallas, Texas, Bonehead Club.

Transportation back to Gallatin Field begins at 8:30 a.m. on Sunday. An airshow featuring Al Newby along with ultralights and radio controlled models will follow at 9:30. Flyaway coffee and donuts will be served at Sunbird Aviation at Gallatin Field.

Robert Squire, Box 763, Ennis, is in charge of convention arrangements, and reservations can be made through him. His phone number is 682-7422.



Walters performed a test inflation to determine how much one balloon would lift. This was a 20 foot diameter balloon inflated to about 6 feet.



# Administrator's Column

I attended the annual MAMA convention held March 30 and 31 in Missoula. Many educational and interesting programs regarding airport management were presented. Mr. Wayne Barlow, deputy director of the FAA's new Northwest Mountain Region, gave the group an update on the latest activities and changes in the region as well as the overall FAA. The new officers of MAMA for 1983-84 are: Joe Attwood, Great Falls, president; Ted Mathis, Bozeman, Class A vice president; Don Rees, Sidney, Class B vice president; Russ Pankey, Missoula, secretary-treasurer; Angelo Petroni, Butte, director Class A & B; Fred Knerr, Lewistown, director Class C; Nils Pearson, Helena, director Class D & E; H. R. "Bud" Kelleher, Helena, executive secretary. Bruce Putnam of Billings is the immediate past president. The meetings were well attended and I would like to congratulate Russ Pankey and his staff for all the hard work in putting on a successful convention.

\* \* \*

The U.S. Forest Service hasn't announced the results of their findings regarding whether or not to close the Sondreson airstrip near Polebridge on the North Fork of the Flathead River. Strong opposition was presented by aviation organizations as well as the Aeronautics Board. Herb Sammons, chairman of the Board, has written to Senator Melcher requesting assistance in persuading the Forest Service to hold a public hearing before reaching a final decision.

\* \* \*

At the close of the 1983 legislative session, aviation won a few and lost a few. Following is an update of bills which were not reported killed or passed in our last issue of Montana and the Sky:

**HB 511** — Passed. Long range building program whereby a portion of the cigarette tax will be used to retire a bond in the amount of \$1.3 million. The \$1.3 million will be loaned to airports for their 10% match of FAA Airport Improvement Projects.

**HB 573** — Failed by 26 - 23 vote on the Senate floor after passing through the House with a 77 - 20 vote margin. This bill would have increased the aviation fuel tax by 1¢ per gallon. The total amount, less a rebate to heavy consumers, would have been used solely for airport grants and loans for any airport-related development projects. All loan repayments would have gone back into the same trust account to be used over and over again.

**HB 776** — Passed both houses as amended. This provided for reinstatement of the Aeronautics Board.

**HB 802** — Amended and passed both the House and the Senate. This bill provided for the control of pesticides.

**HB 820** — Amended in both House and Senate and passed. This set up an account to receive proceeds of long range building program bonds for airport improvements.



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## CALENDAR

**May 27 - 29** — Wyoming Flying Farmers Convention, Holiday Inn, Sheridan, Wyo.

**June 3 - 5** — MPA Convention, Bozeman.

**June 18 - 19** — Fathers Day Fly-In, Ferndale.

**June 19 - 24** — Flying Physicians Association, Jackson Lake Lodge, Grand Tetons.

**June 25** — Flying Farmers Queen's Fly-In, Carol & Jerry Fachner's, Wolf Point.

**July 8** — Flying Farmers President's Fly-In, Opheim.

**July 9 - 10** — MAAA meeting, Three Forks (work party).

**July 10** — Aviation Day/Open House, Missoula.

**July 22 - 24** — Schafer Meadows Fly-In.

**Aug. 5 - 7** — MAAA Antique Fly-In, Three Forks.

**Aug. 13** — Helena Air Show.

**Aug. 19 - 21** — NW Region Flight Safety Clinic, West Yellowstone.

**Aug. 25** — Bozeman Air Show.

**Sept. 23 - 25** — Mountain Search Pilot Clinic, Kalispell.

**Oct. 1** — Jackpot Air Race.

**Oct. 7 - 8** — Flying Farmers Convention, Ramada Inn, Billings.

**Oct. 19 - 22** — AOPA Convention and Industry Exhibit, Albuquerque, NM.

## COPY DEADLINE

Now that Montana and the Sky is back to being printed on a regular schedule, the deadline for submitting information for use in the newsletter will be the last week of each month. This will allow time for copy to be prepared to go to the printer early in the month following.

Please be sure that photos sent for inclusion are clearly labeled and names spelled correctly and, if at all possible, material should be type-written.



The Montana Aeronautics Division was presented with a special Certificate of Appreciation by the Helena Valley Composite Squadron of the Civil Air Patrol on February 26. Capt. Roger M. Torgeson (right) presented the award to Mike Ferguson following a CAP weekend exercise.

## West Yellowstone Airport to Reopen

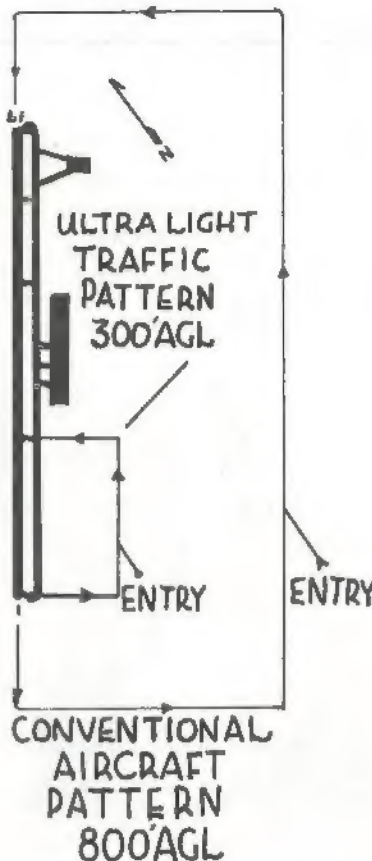
On June 1 the West Yellowstone Airport will again open for the summer season. The free pilots' campground will again be in operation. Also, new this year, Western Airlines will be serving West Yellowstone from Salt Lake City, Great Falls, and Calgary using Boeing 727-200 aircraft. Frontier Airlines will continue Boeing 737 service to Jackson, Wyoming, and Denver; and Aspen Airways will offer three round trip flights per week to Salt Lake City.

This season, the West Yellowstone Airport will conditionally allow the operation of ultralight aircraft on the field. Non-licensed pilots wishing to fly their ultralights at Yellowstone must show evidence of completion of an FAA approved ultralight pilot proficiency program and Montana ultralight pilots must be registered with the Montana Aeronautics Division.

Ultralight aircraft must be registered with an FAA approved registration program and Montana based ultralights must further register with the Montana Aeronautics Division.

Ultralight operation will be restricted to the extreme south portion of the parallel taxiway with all traffic patterns to the east of the airport not to exceed 300' AGL within 3 miles of the airport. Prior to operating at the

airport, ultralight pilots must register with the airport manager and will receive a full copy of the rules and regulations for ultralight operation.





# FIRC and FAA Hangar Session Held In Billings



**Chuck Foster, director of the Northwest Mountain Region of the FAA, addresses the hangar session held Friday evening.**



**Ron Bernstein, chief of the Operations Branch of the Flight Standards Division, responds to comments. Seated are George Buley, chief of the Planning and Program Branch, and Jim Ulmer, assistant chief of the Airway Facilities Division.**



**Lloyd Adams, manager of the Billings FSDO, answers a question during the hangar session.**

The Montana Aeronautics Division held its 1983 annual Flight Instructor Refresher Clinic on March 11 - 14 in Billings. The FAA approved clinic was conducted by AOPA with 24 hours of classroom instruction for renewal of all current flight instructor certificates and covered annual requirements for all chief flight instructors.

On Friday evening, March 11, pilots and the general public were invited to a hangar listening session with the FAA, also sponsored by the Montana Aeronautics Division. Chuck Foster, director of the Northwest Mountain Region, conducted

the session along with several other members of the Seattle office.

Forty-two Montana certified instructors took part in the clinic. The Montana Aeronautics Division gave stipends to 30 selected applicants which paid for their room and tuition costs. In addition, the Billings-area flight instructors needing to renew in March were given a tuition scholarship.

At the conclusion of the flight instructor clinic, a safety seminar was held which was also hosted by the Montana Aeronautics Division and conducted by the AOPA.



**AOPA instructors for the Flight Instructors Refresher Clinic were (from left) Bob Carter, Rod Marchado, and Dr. Jerry Cockrell.**





**Dr. Jerry Cockrell conducted a pinch hitter course as part of the Flight Instructor Refresher Clinic.**



**Two of the 42 flight instructors who received certificates of completion were Doug Parrott (above) from Roundup and Paul Thurmond of Butte.**

## Eisenzimer Receives National Award



Jo Ann Eisenzimer of Great Falls has received the Merlyn M. McLaughlin Award as National Aerospace Workshop Director of the Year presented at the National Congress on Aerospace Education in Las Vegas April 7 - 9. The Congress was attended by aerospace educators and aeronautics officials from all over the United States.

Jo Ann conducts Aerospace Education workshops through Eastern Montana College. She has been involved with this project sponsored by the Montana Aeronautics Division since 1980. Jo Ann is an elementary teacher in Great Falls. She holds a master's degree from Northern Montana College. She attended the Space Shuttle Educator's Conference at Edwards Air Force Base in California in 1981; the Rocky Mountain Liaison Region Director's Conference at Lowry Air Force Base in Colorado; the National Congress on Aerospace Education in San Antonio, Texas, and Orlando, Florida; and Voyager 1 - Saturn Encounter Educator's Conference at the Jet Propulsion Laboratory in Pasadena, Calif.

Jo Ann has also worked extensively with the Montana CAP, developed and presented an aerospace education program for the 1981 Great Falls Flying Festival, and planned and developed the initial introduction of

aerospace education in the 4-H program in Cascade County.

In 1982 Jo Ann was first runner-up for the Frank G. Brewer Civil Air Patrol Memorial Aerospace Award, has received a special certificate of appreciation from the Montana Aeronautics Division, and has made presentations at the National Congress on Aerospace Education in Atlanta, Geo., in 1982 and in Las Vegas, Nev., in 1983.

It is through the diligent efforts of special people like Jo Ann Eisenzimer that the interest of youth and adults in Montana can be challenged to stimulate active participation in all areas of aerospace activity.

## 99s Meet In Helena

On Saturday, April 23, the Montana 99s met at Montana Aeronautics Division to prepare for the section meeting to be held in September in Casper, Wyo. Montana is one of the states sponsoring the section meeting along with other states in the northwest.

Twenty-six women pilots participated in the meeting and the luncheon. Three of the original members of the Montana 99s chapter were present along with several who joined for the first time. Members used Montana pilot registration cards to find names of women pilots in the state who will be invited to future meetings.

Any student or licensed pilot is invited to attend 99 meetings in her area and encouraged to join and become active. Contact Patty Mitchell at the Montana Aeronautics Division office for further information.

## FOUND . . .

A red stocking cap and one red glove have been in residence at the Aeronautics office since the Winter Survival Clinic. If anyone out there lost these articles, please let us know.



## Spring MAMA Meeting Held In Missoula



Wayne Barlow, deputy director of the Northwest Mountain Region of the FAA, gave the group an update on the AIP program and the services provided by the state office in Helena.



Bruce Putnam (right), outgoing president, received a certificate of appreciation from Joe Attwood, president for 1983-84.



Nils Pearson, airport engineer with Morrison-Maierle and MAMA director, spoke to the session regarding the airport engineering viewpoint.



H. R. "Bud" Kelleher received a special award for his 30 years membership in and contributions to the MAMA organization.

## Super Flight Safety Clinic to Be Held

**By: Mike Ferguson, Administrator**

Mr. Chuck Foster, director of the FAA Northwest Mountain Region, has been interested in holding a seven state regional flight safety clinic.

Inasmuch as Montana is a strong and experienced advocate of conducting clinics of this type, I volunteered to be the host state and offered our airport at West Yellowstone as the location. The clinic will be held August 19, 20 and 21 with the pro-

gram beginning Friday afternoon and ending early Sunday afternoon. The FAA will assist us in planning and participating in the programs to be offered.

Although program details are yet to be worked out, we anticipate covering such items as mountain flying, density altitude, physiological awareness, and aircraft performance. We will provide more program details in a later issue of this publication.

## Unicom and Radio Controllers Installed

**By: Jerry Burrows  
Aviation Representative**

New aeronautical advisory (unicom) stations are now operational at Fairfield and Big Sandy, operating on 122.8 MHz. Stations at Choteau, Malta, and Baker have been updated recently and should provide increased coverage.

The runway lights at Turner are now operated with a combination time clock-photo cell-radio controller system. They will come on at dusk (photo cell) and will remain on until about 11:00 p.m. (2300) when they will shut off automatically (time clock). Any time after that, five clicks of the microphone on 122.8 MHz will turn them on for 15 minutes (radio controller). The rotating beacon will remain on dusk - dawn.

New rotating beacons have been furnished to Geraldine, Eureka, Baker, Laurel, and Chinook within the last several months. These new beacons have been beefed up electrically and structurally and should provide more dependable service. A new beacon is also scheduled for Hardin.

All of the above improvements are part of our Airport Services Program whereby we provide needed equipment at reduced cost. Please let us know if you are interested in improvements for your airport.

The rotating beacons at Broadus and Miles City were repaired/serviced by our crews during visits to the southeastern part of the state.

## FERNDALE FLY-IN SCHEDULED

The Experimental Aircraft Association is sponsoring a Fathers Day Fly-In at the Ferndale airport on June 18 and 19. There will be a potluck dinner on Saturday night and a pancake breakfast on Sunday morning. Participants may camp on the field. For more information call Bob Colby at Poorman Aviation in Bigfork, Phone 837-4113.



# Thunderstorms Bear Watching

By: Patty Mitchell

It's spring again. Time to get the airplane out of the cobwebs, dust off the instruments, and fly away to the places you have been wanting to go all winter.

Spring is a great time to watch the cumulus clouds billowing up into the blue sky — a sure sign of summer. They are also great incentives for the sailplane pilots. Those clouds are a result of a great amount of unstable, lifting action of air.

Suddenly, the beautiful white clouds can turn dark and cause a fair amount of anxiety in the cockpit. Cumulonimbus is what the weather folks call them.

Over most of the United States from April through September, the weather briefers will use the phrases, "chance of thunderstorms," and "severe turbulence near thunderstorms." If you choose to fly with these predictions looming over you, you are not alone. Actually, most flying is done during these months and, with a lot of precaution, your flight will be safe. The type of thunderstorms encountered in Montana are usually fast moving and can be waited out before flying or, if en route, can be circumnavigated.

The small thunderstorms may build rapidly into large steady state storms that should not be penetrated by IFR or VFR aircraft because of the severe updrafts and downdrafts with speeds up to 6,000 fpm. The wind shear between drafts may be far in excess of what an airplane is designed for. You also have a strong likelihood of encountering hail.

Taking off and landing at an airport in the path of the thunderstorm should be done with extreme caution. Wind shear is a change in wind speed and/or direction which is sudden enough to cause an abrupt change in the indicated airspeed of an airplane. A pilot encountering wind shear on landing or taking off must compen-

sate for a loss of altitude with an increase in airspeed.

Spring is a great time to fly, but let's watch out for those thunderstorms — wait a while or go at least 20 miles around the big boomers.

## CFR Seminar Scheduled

Billings Logan Field and the Montana Airport Managers Association are sponsoring a CFR seminar for firefighters and others involved with aircraft firefighting and rescue. The course will be held in Billings May 18 - 22.

The seminar will be presented by Capt. Ron Harmon, training officer

for the Port of Seattle Fire Dept. Others involved include Gary Easton, San Diego Fire Department; Alan Wiechmann, FAA, Seattle; Mike Peterson, Oshkosh Truck, Oshkosh, Wisc.; Dr. Ken Mueller, forensic pathologist, Billings; and Richard Taylor, Yellowstone County coroner, Billings.

The program is quite inclusive, covering the aircraft, materials, extinguishing agents, equipment, training, communications, planning, emergency medical services and victim care, etc.

The tuition is \$100 and further information can be obtained from Bob Witherspoon, Room 200, Terminal Building, Billings Logan Intl. Airport, Billings, 59105, phone 657-8495, or by contacting this office.

Financial assistance may be available to Montana firefighters attending this school.

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Wayne Edsall of Bozeman stands beside his newly-acquired 1930 Fleet, Model 9, on the day he flew it in from New Mexico. Wayne had just traded a 1932 Curtis Pusher for the Fleet. The Pusher was returned to the same person who had rebuilt it in 1938. You could imagine the surprise of the Pusher's "new" owner to see his airplane on the cover of "Trade-A-Plane." The Fleet was rebuilt in Connecticut, sold to a man in Florida, then flown to New Mexico where it was kept in a private collection before being sold to Wayne and flown to Bozeman. The airplane has a R-55 Kinner 160 horsepower engine and indicates 110 miles per hour. That is 110 m.p.h. of cold air and may be why Wayne couldn't hold still for the picture.



## CONGRATULATIONS!

### *FAA Certificates Issued Recently to Pilots*

#### PRIVATE

Daniel James .....Butte  
James Billmeyer .....Kalispell  
Tracy Mongeon .....Bozeman  
Calvin Danreuther .....Loma  
Ronald Swenson .....Chinook  
Audrey Van De Riet .....Conrad  
Karl Finkbeiner .....Grass Range  
Lawren Frost .....Glasgow  
Charles Murnion .....Jordan  
Daniel Pfau .....Sidney  
Richard Albin .....Sidney  
George Econom .....Winifred

#### COMMERCIAL

Dave Stallknecht .....Huntley

#### INSTRUMENT

Zane Parker .....Worden  
Thomas Kupcho .....Billings  
Casper Reitz .....Billings  
John Knudson .....Billings

#### ATP

Theresa Bubnash .....Great Falls  
Michael Morrison .....Helena  
(Helicopter)

#### INSTRUCTOR

Dennis Gerstung .....Billings

#### WINGS

##### Phase I:

Jack Todd .....Billings

##### Phase IV:

Thelma Bullinger .....Billings

## AIRPORT INSPECTIONS UNDER WAY

Our staff is updating the Airport Master Records for Montana airports through a contract with the FAA.

Come by and say hello if you see some strange people wandering around your airport. They will appreciate your company and ideas about the airport.

2,500 copies of this public document were published at an estimated cost of \$.24 per copy, for a total cost of \$598.55, which included \$459.55 for printing and \$139.00 for distribution.

#### MEMBER

### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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